REMARKS

In the Office Action, the examiner rejected Claims 1-30 under 35 U.S.C. 102(b) as being anticipated by Delorme et al. (U.S. Patent No. 6,321,158). The applicant respectfully disagrees with the examiner regarding the interpretation of the technology disclosed by the cited Delorme et al. reference. Nevertheless, the applicant has amended Claims 1 and 16 to more clearly define the features of the present invention.

As recited in Claims 1 and 16 concurrently amended, the essential features of the present invention reside in the fact that the method and apparatus (1) retrieves information concerning the time zones and observation of daylight saving time at the destination and the current user position which is away from the destination, (2) calculates an estimated time of arrival (ETA) at the destination based on the local time of the destination and the daylight saving time of the destination based on the retrieved information, and (3) informs the user of the ETA at the destination and a current time at the current location which is away from the destination. The cited Delorme et al. reference does not show or suggest any of these essential features of the present invention as discussed below.

The cited Delorme et al. reference is directed to a routing/mapping information system for travel planning, travel guidance, and recording travel locations and paths during business or recreational use, particularly in regard to the linkage of

small, memory-limited computing systems with personal and/or mainframe computers. With respect to the feature (1) of the present invention, the method and apparatus retrieves the information concerning the time zones and observation of daylight saving time at the current user position and the destination.

In the Office Action, the examiner stated that Delorme et al. disclose local time and daylight saving time anywhere the user of the navigation system is located and that when the user is at the destination and taps the DST option, the prior art (Delorme et al.) system will display the time offset or daylight saving time to the user at the destination. The applicant disagrees with the examiner regarding the interpretation of the prior art. Throughout the specification and claims, the applicant distinctly utilizes the terms "at the destination" and "the current user position" to indicate two different locations. Even though the current position of the user comes close to the destination at the final stage of the trip, the two locations are still different from one another. In other words, the present invention is not intended to encompass the situation where the current position of the user and the position of the destination are identical to one another.

As stated in the specification, the gist of the present invention is to know the estimated arrival time at the destination well before the user actually arrives at the destination so that the user is fully prepared for a meeting, an event at a selected POI, etc. at the destination. For this purpose, the estimated

arrival time must be expressed by the local time of the destination including the daylight saving time if any. Further for this purpose, the user needs to know the estimated arrival time well before arriving at the destination, i.e., at the current position of the user which is away from the destination.

What is actually recited by the cited Delorme et al. reference at page (drawing sheet) 12, item 9 which is indicated by the examiner is as follows:

> Tap the DST option if daylight saving time is currently in effect where you are. The second line displays the offset for your time zone from the Greenwich Mean Time.

Apparently, the description in the above quote is directed only to the time related to the location of the user. The first sentence is directed to the daylight saving time where the user is located and the second sentence is directed to the time difference from the international standard time at the user's location. In other words, the cited Delorme et al. reference does not show any idea concerning the daylight saving time or the local time at the destination that can be viewed at the current position of the user which is away from the destination.

The examiner states that, in the cited Delorme et al. reference, when the user arrives at the destination and taps the option key, the information system shows the local time at the destination incorporating the daylight saving time. This interpretation by the examiner defeats the purpose of the present invention. What purpose of the present invention dose it serve if

the information system displays the local time at the destination after the user has arrived at the destination? The examiner should understand that, for the purpose of the present invention, it is meaningless if the user can tell the local time at the destination only when the user has arrived at the destination.

Since the cited Delorme et al. reference is silent about the time zone and the daylight saving time at the destination, the essential feature (1) of the present invention is not shown or suggested by the cited reference. Further, according to the examiner's interpretation, the information system of the cited Delorme et al. reference shows the local time including the daylight saving time at the destination only when the user has arrived at the destination. Thus, the cited Delorme et al. reference teaches away the essential feature (1) of the present invention, because the present invention can show the local time including the daylight saving time at the destination when the user is away from the destination.

With respect to the feature (2) of the present invention, the method and apparatus calculates an estimated time of arrival (ETA) at the destination based on the local time of the destination and the daylight saving time of the destination based on the retrieved information. In the office action, the examiner indicates that this feature is disclosed by the cited Delorme et al. reference at column 5, lines 56-62, column 14, lines 24-27, column 27, lines 64-67. It appears that the examiner is mixed up with an "estimated

arrival time" and an "estimated travel time" which are clearly different concepts from one another.

In the present invention, the "estimated arrival time" is an estimated local time at arrival at the destination while the "estimated travel time" is an estimated time length of travel from the current position until reaching the destination. What is actually recited by the portion indicated by the examiner, for example at column 5, lines 56-62 is as follows:

> In order to accomplish these results the present invention provides IRMIS for use with a PDA with display, a digital desktop computer with display, and a detachable handheld GPS receiver device which provides waypoint list management tools and compass bearing, distance, speed of travel, estimated time until arrival, and other information in relation to the next waypoint on an overall route.

The description in the above quote shows the term "estimated time until arrival" which is an estimated time length of travel until arrival at the destination. The description in the above quote does not show anything about the estimated time of arrival (ETA) at the destination. As clearly stated in the claims, in the present invention, the estimated time of arrival (ETA) at the destination is based on the local time of the destination and the daylight saving time of the destination. The examiner should know such a basic difference between the estimated arrival time of the present invention and the estimated time until arrival at the destination of the cited Delorme et al. reference.

In the office action, the examiner indicates that the feature (2) is also disclosed by the cited Delorme et al. reference at column 14, lines 24-27, which reads as follows:

> GPS also provides real time rather than estimated information on time and distance to next turn in the readouts at the bottom of the "Directions" screen.

This is not the estimated time of arrival (ETA) of the present invention, either. The estimated time of arrival (ETA) at the destination is an arrival time expressed by the local time of the destination which also incorporates the daylight saving time of the destination. Apparently, in the above quote, the term "estimated information on time ... to next turn" is a time length until reaching the next turn, i.e., an estimated travel time. The examiner should also see FIG. 1A4 of the cited Delorme et al. reference which shows a list of time lengths versus waypoints.

In the office action, the examiner indicates that the feature (2) is also disclosed by the cited Delorme et al. reference at column 27, lines 64-67, which reads as follows:

> Travel Plan list boxes are a form of routing computation output including a list of waypoints, routes, compass directions, nearby town, time and distance estimates for route segments and the overall route.

This is not the estimated time of arrival (ETA) of the present invention, either. in the present invention, the estimated time of arrival (ETA) is an arrival time expressed by the local time of the destination which also incorporates the daylight saving time of the destination. I the above quote, the term "time ... estimates for route segments" is a time length until reaching the next route

segment, i.e., an estimated travel time. The examiner should also see FIGs. 1J and 1K of the cited Delorme et al. reference which shows a list of time lengths versus waypoints.

As discussed above, the examiner's interpretation of the technology disclosed by the cited Delorme et al. reference is erroneous. Since the cited Delorme et al. reference is silent about the estimated time of arrival (ETA) or the calculation of the ETA based on the local time and the daylight saving time at the destination, the essential feature (2) of the present invention is not shown or suggested by the cited reference.

With respect to the feature (3) of the present invention, the method and apparatus informs the user of the ETA at the destination and the current time. In the office action, the examiner indicates that this feature is disclosed by the cited Delorme et al. reference at column 18, lines 5-49, which is the same as that noted with respect to the features (1) and (2) above. In short, the portion of the cited Delorme et al. reference noted by the examiner shows nothing about the local time or the daylight saving time at the destination.

As discussed above, the examiner's interpretation that the user can see the estimated arrival time at the destination when the user has arrived at the destination is simply silly. Since the cited Delorme et al. reference is silent about the estimated time of arrival (ETA) or the calculation of the ETA based on the local time and the daylight saving time at the destination, it does not

show the idea of informing the ETA for the user. Thus, the essential feature (3) of the present invention is not shown or suggested by the cited reference.

As discussed above, since none of the essential features of the present invention is shown or suggested by the cited Delorme el al. reference, the applicant believes that the rejection under 35 U.S.C. 102(b) is no longer applicable to the present invention.

Under the circumstances, the applicant believes that the present application is in the condition for allowance, and the applicant respectfully requests that the present application be allowed and passed to issue.

Respectfully submitted,

MURAMATSU & ASSOCIATES

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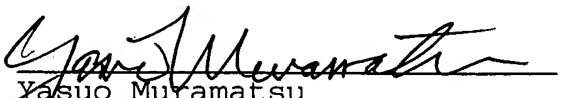
By: 

Yasuo Muramatsu
Registration No. 38,684
114 Pacifica, Suite 310
Irvine, CA 92618
(949) 753-1127

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